UNJUST TO LOCAL SHIPPERS

West-Bound Rates from Here Advanced to Please Chicago and Cincinnati.

Many of the City Industries Affected in Matter That Will Soon Raise a Storm-The L. E. & W. and the Iowa Central.

The advance in west-bound rates from Indianapolis to all points between the Missouri and Mississippi rivers went into effect yeaterday. Among the articles which will be advanced 25 to 50 per cent, are vehicles of all kinds, stoves and hollow-ware, engises, machinery, sandlery, hardware, furniture, including lounges, dry goods, varnish and saws, the advance varying with the classification to which the articles beloag. It will be noticed that the advance strikes at nearly all this city's important industries and makes the rate to the points in the territory between the rivers the same from Chicago to such points. The Missouri Pacific is the only road between the two rivers which has no Chicago line. The Missouri Pacific is willing to prorate with Indianapolis lines on business to such points, but when the road makes any move to do so the other roads which have Chicago lines stab it in its business at other points. The agents of Indianapolis lines are not in fault; they have made a manl, light to continue force the lower rates of some weeks past in connection with the Indianapolis Freight Bureau. George. Blanchard, chairman of the Central Traffic Association, is quoted as saying that if the rates which went into effect yesterday work any injustice to the shippers of this territory, the matter can be submitted to the executive committee of the association, but this in the past has meant but little; it is usually shelved when submitted and no action taken until the party injured is tired of giving the matter attention. The only excuse which the chairman of the Central Traffic Association offers for again advancing rates to the Chicago basis is that Cincinnati demanded a proportionate reduction with Indianapolis to such Western points, and it was feared that a demoralization in rates Vandalia would pay no attention to the ordered advance, but such a pressure was brought to bear on it that the general freight agent yielded under protest, and the advance was made by all lines.

Jay Gould on His Trip West, Train 21, over the Pennsylvania lines, which arrived here vesterday afternoon, had Jay Gould's private car "Missouri" attached. The party in the car numbered six-Elien Gould, his daughter, being the only person belonging to the immediate family. The train stopped a few minutes and then moved on over the Vandalia, to St. Louis. Mr. Gould did not leave the platform of his car. He has the appearance of being in poor health, not having the jaunty air and bright look which he has carried usually. One of the party stated that Mr. Gould was on a trip over his Western and Southwestern lines, and would return to St. Louis by March 8, to attend the annual meetings in St. Louis of the Missouri Pacific and St. Louis & Iron Mountain roads.

The L. E. & W. and the Iowa Central, A railroad official who is not given to

idle gossip said yesterday: "That there is a deal on foot looking to the consolidation of the Lake Erie & Western road with the Iowa Central needs no other proof than the fact that certain Eastern parties are buying large blocks of the stocks of these two corporations. These stocks have advanced about 3 cents within the past week. Vicepresident Schwan, General Manager Bradbury and Traffic Manager Parker, of the Lake Erie & Western, recently made a tour of inspection over the lowa Central."

Personal, Local and General Notes, Traffic Manager Mahoney, of the Sioux City & Northern railroad, has resigned to take charge of an association of Western

M. A. McCarthy vesterday took charge as trainmaster of the Peoria & Eastern road, and A. J. Connolly, of the Big Four, took his position as chief train-dispatcher. Under the direction of Chief Engineer McLeod the work of placing steel supports under the tresties of the Kentucky and Indiana bridge over the Ohio river is in prog-

F. D. Chamberlain, assistant superintendent of the Wagner Car Company, yesterday succeeded J. A. Bayliss as division superintendent, with headquarters at De-

The Louisville, New Albany & Chicago earned, in the third week of February, \$52,407; increase over the corresponding week of 1801, \$2,712; increase since January

Suit was filed yesterday at Peru by the Wabash raidway against the Lake Erie & Western for \$10,000, part principal and interest due from the sale of the latter road in January, 1688.

H. Hedding, master mechanic of a New York road, is visiting his baother Albert Hedding, engineer on the Vandalia. The brothers had not met for twenty-two years until Menday last.

At the opening session of the regular bimonthly meeting of the Western Passenger Association at Chicago, yesterday, the proposed establishment of a rate bureau was tabled indefinitely.

As a result of the caving in of the Patton tunnel, on the Louisville, Evansville & St. Louis road, the earnings of the line are, since Jan. 1, \$77,129 less than in the corresponding period of 1891.

H. Watkeys, superintendent of motive power of the Louisville, New Albany & Chicago road, has gone East to visit several locometive-works before placing an order for more locomotives.

M. H. Smith, president of the Louisville & Nashville system of roads, is again being pressed to take the head of the affairs of the Richmond Terminal lines. He has

declined all similar offers heretofore. The coal traffic of the Ohio, Indiana and Illinois roads has fallen off fully 50 per

cent. in the last ten days. From this on for some months the revenue from this source will cut a less important figure. The Union Raniway Company will resist the payment of \$12,000 awarded for the Higgins elevator, on Virginia avenue, ask-

ing for a new trial first; if this is not granted the case will go to the Supreme Court. William Brown, formerly with the Wabash road, more recently assistant general freight agent of the Denver & Rio Grande, has been appointed general agent of the Canadian Pacific road at Portland The Ohio & Mississippi road earned in

the third week of February \$88,660; decrease as compared with the corresponding week of 1891, \$1.683, but the road since the 1st of January shows an increase in earnings of \$56,008.

On the first of next month H. R. Moore, general freight agent of the Cleveland & Canton road, will also take the position of general passenger agent. Albert Rokusek retiring on that date. The purpose is to economize in expenses.

The Chicago-St. Paul possenger pool is under a cloud, immigration business being the disturbing element. L. P. Farmer, passenger commissioner of the trunk-line pool, declines to make further monthly statements of the business handled.

Queen & Crescent route, has resigned. It is said the vacancy will not be tilled, but the probability is that the duties will be transferred to the general freight agent of the East Tennessee, Virginia & Georgia

From recent movement of stock of the Dejaware & Hudson Capal road, it is believed that the Pennsylvania Company is seeking to secure control of the road. The stock of this road is held by 2,700 different shareholders, and within the past four | 016.74; tuition fund, \$1.458.62; special school days has gone up to \$138.25 per share.

Chief Engineer Gilbert, of the New York Central, has prepared plans for an office building of the company to be erected this year in New York city, the estimated cost of which is \$175,000. The building will have a frontage of sixty-eight feet, a depth of eighty-five feet, and will be 126 feet

Northwestern at Chicago, has been appointed district passenger agent of the company for Iowa and South Dakota. J. S. Barrows succeeds him at Chicago. Both are well known in passenger fraternity

An impression prevails in railroad circles that the election of a new president for the Chicago & Eastern Illinois road means a general onsting of those officials appointed by George Saul, as their methods of doing business have not coincided with the views of the powers which elected the successor to George Saul.

M. J. Carpenter, the new president of the Chicago & Eastern Illinois road, left Chicago for the South, in a special train, yesterday, to inspect the line. He was accompanied by General Superintendent Rockwell, General Freight Agent Brocken-brough, and some of the directors. The office of general manager is abolished.

Thirteen of the men who struck recently in the Pennsylvania shops at this point have gone to work in the shops of the Louisville, New Albany & Chicago at New Albany. The company is now rebuilding all of its old locomotives after a modern type. Most of them are Rogers build and some parts of them as good as if new.

The Grant locomotive-works, near Chicago, are nearing completion, and building locomotives will commence by June 1. The whole system of the works is on an im-proved plan. The tools will be new and of the most approved type. The works will be lighted by electricity, and electric mo-tors will be used for driving the traveling cranes, transfer-tables, etc.

Superintendent of Telegraph Rhodes, of the Big Four lines, yesterday completed his plans for the new signal plant at Litchfield. Ill. The plant will have forty-nine working levers, thirty-nine signals, twenty-nine switches and twenty-two detectorbars, being the largest signal plant on the Big Four system. The Wabash, the St. Louis & Chicago, the Jacksonville & Southeastern and the Big Four are jointly erecting the plant.

The onsting of George Saul as president of the Chicago & Eastern Illinois road and the election of M. J. Carpenter as president of the road is taken as evidence that D. J. Mackey has lost his influence with the H. H. Porter syndicate, as the former was elected to the position through the influence of Mr. Mackey in this syndicate, 1t was stated some time ago that Mr. Mackey had disposed of most of his holdings of Chicago & Eastern Illinois stock.

A special meeting of the Western Freight Association was held at Chicago yesterday to consider the action of the Kansas reads uld result. It was understood that the | in agreeing to put into effect reduced rates on sugar and other commedities from Chicago to Kansas points. Although no final conclusion was reached it was practically settled that the compromise tariffs must be withdrawn and that the original order of the Kansas commissioners reducing fifthclass rates between various points in that State will be put into effect.

Thomas Rodd, chief engineer of the Pennsylvania railroad system west of Pittsburg, arrived in Chicago, yesterday, with three assistants to investigate the subject of elevating the company's tracks in that city. It is understood that the visroads to see what might be done toward forming a group of three or four lines to jointly construct an elevated road at some point in the southwestern part of the city easily reached by the converging lines.

James Charlton, general passenger agent of the Chicago & Alton, who, after visiting here last week, made a Southern trip, has returned to Chicago. He says, as a result of his trip, he is convinced that travel will not be as heavy this year as it was last. People will stay at home, he argues, to save money to go to Chicago and the world's fair next year. This falling off, however, he thinks, will be somewhat offset by political conventions and conventions of the Knights Templars and other or-

Nothing has been settled yet about a suc-cessor to John H. Inman as president of the Richmond Terminal Company. Mr. Fink, it is said, has declined to accept the place. It is believed that it has been offered to Capt. R. E. Hayes, president of the New York & Northern Railroad Company. although it was stated yesterday that the presidency has not been definitely offered to any one. Captain Hayes is a wellknown railroad man, and served under Mr. Hoxie in the Missouri Pacific company's fight with the strikers. He is connected with many railroads.

In commenting on the retirement of W. C. Rinearson from the general passenger agency of the Erie lines, the New York Mail and Express says: "One move in the passenger department has excited some little enriosity. W. C. Rinearson came here to take the position of general passenger agent of the Erie when Commissioner Farmer left. He was understood to be a friend of Vice-president Felton, and when Felton left he resigned to follow him as general passenger agent of the East Tennessee, Virginia & Georgia. Now it is un-derstood that he is to take the subordinate office of Southern passenger agent of the Chicago, St. Paul & Kansas City.'

Within a month ground will be broken for the passenger station of the Chicago elevated railway at the corner of State and Twelfth streets. It will cost \$3,500,000 and will be the largest as well as the best equipped in the West. The building will have a length of four blocks on State street and be a block in width. The main building will be eight stories high, surmounted by a steeple. A conspictious part of the structure will be the tower. This will be at the sharp angle of the corner of State and Twelfth streets, will be sixty feet square and 420 feet high to the top of of the flag-staft. In the tower there will be a large clock with dials on each side, nineteen feet in diameter, while at the top there will be an immense frieze about sixteen feet wide, emblematical of railway construction. Brown stone and terra cotta will be the exterior construction.

COMMERCIAL CLUB.

Movement for a State Board of Arbitration-Dr. Allen Asked to Remain.

The directors of the Commercial Club held a meeting yesterday afternoon. Mr. C. C. Day, of the committee on arrangements, presented a resolution favorable to the benefit of Drs. Allen and Wilson's Surgical Institute and the credit it has been to the city, and expressing the hope that they will rebuild in this city. Messrs. Downing, Griffith and Day were appointed a committee to address a resolution to the gentlemen. A. H. Nordyke presented a reslution favoring the early construction of a bridge over White river at the end of Kentucky averue, which was referred to the committee on city interests.

Dr. Henry Jameson tendered his resignation as director of the club, giving as his reason pressure of business. It was accepted and the vacancy will be filled at the

President Lilly spoke of the advisability of a State board of arbritrators whose duty it should be to settle all such disputes between labor and capital as the one which this city has been experiencing. He thought that a committee from the Central Labor Union should be invited to co-operate in the formation of a bill looking toward the creation of such a body. The matter was referred to the committee on arrangements with a request that it be put in proper shape for discussion at the next meeting.

An Illuminated Report.

S. N. Gold, trustee of Center township. yesterday filed his quarterly report with the County Commissioners. Itiselaborately bound in board covers and has words in real pretty gilt letters on the front, show-R. X. Ryan, general freight agent of the | ing at a glance what it is. The figures are daintily made and the leaves which are large enough to cover balf the table are not folded. The report is thus an expensive. but not very bulky affair. The township will in future ages pride itself upon this addition to the records. The question of expense and the evidence of a pull of some book-bindery upon the township treasury will then have been forgotten. The central figures are as follows: Cash balance on hand, \$16 22.61; township school fund, \$18.fund, \$862.61; road fund, \$1,000.54; dog tax,

\$5,225.04; bridge, \$4,590.09. Its Excellent Qualities

Commend to public approval the California liquid fruit remedy syrup of Figs. It is pleasing to the eye and to the taste, and by gently acting on the kidneys, liver and bowels it cleanses the system effectually. Samuel B. Jones, for thirteen years past cleanses the system effectually. Samuel B. Jones, for thirteen years past city passenger agent of the Chicago & of all who use it.

| CROPSEY & McDONALD, thereby promoting the health and comfort hereby promoting the health and comfort herefused to accept and expelled her from the train for failure to pay fare; a test of many years. Price 25 cents.

ARE NOW TOOTH ARTISANS

Fifty-Seven Students of the Indiana Dental College Launched in Life.

Able Address by President John, of DePauw. -Other Exercises-Course of Study Lengthened.

The thirteenth annual commencement of the Indiana Dental College was held at English's Opera-house last night, and a large audience was present to welcome the fifty-seven young fledglings into the full statehood of their profession. The entire lower floor was reserved for the friends of the graduates, and the balcony for any who wished to attend who had not invitations. The curtain rolled up at 8:30 and presented to the view of the audience a stage set with half a hundred good-looking young men, all in full dress and bedeeked in the colors of the college, red and blue, on one of which were the initials, "I. D. S., '92." The exercises were opened with prayer by the Rev. Dr. Cleveland, of the Meridianstreet Methodist Church, after which Miss

Winifred Hunter rendered Gottschalk's "Pasquinade" on the piano with much expression. She was followed by Mr. John L. Geiger, who sang Oudin's plaintive little "Moorish Serenade," to the accompani-ment of Miss Maxwell. Then Mr. Geiger and Miss May Johnson sang "Silent as the Night," a beautiful duet, which was enthusiastically encored, as were all the vocal and instrumental numbers. The Mandolin Club played several bewitching selections, and Miss Johnson sang "Spring Song," a timely and winning little selection, made doubly pleasing by its charming rendition.

The musical programme being concluded, the president of the college, Dr. S. B. Brown, stepped to the front of the platform, and, addressing himself to the grad-

"Gentlemen-In conferring upon you the degree of doctor of dental surgery I have the honor of repretrustees, who most earnestly congratulate you upon your achievement and welcome you with their blessing to our fraternity." He then delivered the diplomas, each graduate receiving a little roll of sheet skin, bound in pink ribbon and representing the official permission of the institution, giving the possessor the right to hang out his shingle and tack D. D. S. after his

The evening's entertainment closed with a lecture on the sun by Dr. John P. D. John. president of DePauw University. Dr. John employed the use of the stereopticon to illustrate his subject, and for an hour held his hearers spell-bound with the astounding statements he had to declare about old Sol and his power.

The speaker first located the sun in the

niverse as one of twenty million stars. He found its distance by the most approved method of modern science, which is to multiply the velocity of light by the time required for light to pass from the sun upon the track where it is unfenced time required for light to pass from the sun to the earth. Physicists determine by means of a revolving toothed wheel that light travels 186,830 miles a second. Astronomers, from the principles of the aberration of light, determine light passes from the sun to the earth in 498 seconds. This would make the distance to the eun about 92,750,-000 miles. The size of the sun was determined by a simple arithmetical calculation. Its diameter is about 860,000 miles. If the earth were placed in the center of the sun, the moon, at its present distance, could revoive around the earth and still leave room for another moon almost twice as far away. The light of the sun was found to be three times as intense as the brightest electric light, and equal to the light of more than one octillion candles. The sun's heat was found to be equal to one horse-power for every square yard of surface on which the rays fall directly. If all the heat of the sun could be concentrated on a bridge of ice ten miles cross section, reaching from here to the moon, it would melt the entire mass in 1/25 of a second. The earth receives only 1/2,200,000,000 of this heat. It was found that the source of the sun's heat could not be combustion; in part because the materials constituting the are too hot to burn, and in part, because if it were ordinary combustion the sun would have been consumed long ago, even if it were solid coal. The real source of the sun's heat is to be found in the contraction of its diameter. A gaseous globe in contracting necessarily becomes warmer. When the sun shall become liquid the contraction will not generate as much heat as is lost by radiation, and from that time forward the sun will grow colder. until it becomes a frozen world. It is estimated that the maintenance of the sun's heat by contraction cannot be continued longer than 5,000,000 years. A limited amount of heat is generated by meteors falling into the sun. The speaker then described the sun as shown through the telescope. It consists of an interior gaseous ball on which rests the photosphere or luminous part of the sun. On the photosphere rests the chromosphere, which can be seen readily with the spectroscope, or it can be seen with the telescope during an eclipse of the sun. On the chromosphere rests the corona, which extends through a distance of millions of miles away from the sun. The photosphere consists of the condensed vapors of the solar atmosphere suspended in the uncondensible vapors. The chromosphere consists chiefly of hydrogen and the uncondensed vapors of various metals. The corona consists partly of a very light gas, provisionally called coronium, and countless meteoric bodies revolving about the sun illustrated with lantern slides.

These various portions of the sun were The dental colleges of the country have formed a "trust," so to speak, and have lengthened the course of instruction from two to three years. This gives an entire change to the present freshman class, in that the members pass to a junior class the ensuing year, instead of the senior. For this reason there will be no commencement for two years.

Mr. Bodine's Statement. J. A. Bodine, of the firm of J. E. Bodine & Co., of this city, says he bought the five shares of Dental College stock of Dr. Grove, of Tipton, Ind., paying him for them in full. The assertion in the complaint filed Monday that he promised to pay for them and did not does not correspond with Mr. Bodine's past business

QUEER CASE IN COURT.

Verdict for a Failure to Treat Granulated Eyelids Given by a Jury The jury in the case of Hicks vs. Farnsworth, in Judge Harper's court, yesterday returned a verdict of \$100 in favor of the plaintiff. The litigation was a claim for damages owing to the failure of the defendant to continue a contract whereby the latter agreed to give links treatment for granulated eyelids. Judge Harper, in his charge, restricted the jury to a \$100 verdiet, in case they should find for the de-

Unexpected Verdict.

The jury in the case of Frank M. Wright against James Buckner, tried in Judge Harper's court, returned yesterday a verdict for the defendant. The evidence showed that in a fight between the parties Buckner gave Wright severe punishment. Wright started to run away, but Buckner ran after him and continued the beating. A verdict for the plaintiff was expected. James M. Leathers was attorney for the defendant.

Daniel Stewart's Will, The will of Daniel Stewart, deceased, was vesterday filed for probate. It devises the estate in equal parts to his three heirs, who are the widow and his two daughters, Mrs. John N. Carey and Mrs. William Scott. Mrs. Stewart qualified as executrix by filing a bond for \$300,000.

The Court Record.

APPELLATE COURT OPINIONS. 453. L., N. A. & C. R. R. Co. vs. Sarah Conrad. Harrison C. C. Affirmed. Black, J .- When a railroad passenger purchased a coupon ticket entitling ber to ride over two connecting roads to her destination and the conductor on the first road, by mistake, returned to her the wrong conpon, which the conductor on the conher from the train for failure to pay fare; | a test of many years. Price 25 cents.

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held, she is entitled to recover damages from the first road. 85. Frank L. Knight, Administrator, vs. Sabina E. Knight. Grant C. C. Affirmed. Robinson, C. J.-Where the record shows that the verdict was based exclusively

upon the first paragraph of complaint, all

instructions and other rulings upon the sec-

ond paragraph, although erroneous, were harmless. 493. Susannah Freeman vs. Philip Boh en. Delaware C. C. Affirmed. Reinhard, J.-A widow is liable on covenants of warranty by her husband out of the property re-ceived through him and a promise by her to pay expense of defending the same is an original promise and need not be in writ-

409. L., N. A. & C. Railway Company vs. Osceola Nicolai. Marion C. C. Affirmed. New, J.—A railroad baggage contract reads "None of the companies representated in this ticket well assume any liability on baggage, except for wearing apparel, and Suit for loss of baggage of the value of \$330. Held, where in a case like this the exemption provided for by contract is not for loss or damage from a particular cause, but as to amount of loss only, and the carrier will not account for nor attempt to account for a refusal to deliver the property which it undertook to safely carry, the jury may infer negligence by the carrier, 201. O. & M. Railroad Company vs. John Wrope, Jennings C. C. Affirmed. Crum-packer, J.—In an action for killing an animal by a railroad a witness who did not see the animals upon the track may testify to indications and appearances along the track shortly after the injury. 2. The acts

through uninclosed lands. SUPERIOR COURT. Reom 1-Hon. Napoleon B. Taylor, Judge. William P. Fishback et al. vs. Citizens' Street-railroad Company; receiver. Hear-

ing set for 9 A. M. to-day. Room 2-Hon. James W. Harper, Judge. Frank M. Wright vs. James Buckner; damages for personal mjury. Tried by jury and verdict returned for the defend-Samuel A. Hicks vs. Theodore Farns-

worth; damages. Jury returned verdict of \$100 for the plaintiff. Room 3-Hon. Lewis C. Walker, Judge. David Field vs. Henry C. Jackson; account. Verdict for plaintiff for \$75. William A. Wheatley vs. Frank C. Kamps; account and replevin. Appeal from Feibleman, J. P. On trial by jury.

New Suits Filed. George E. Carter vs. Georgiana Carter; divorce. Abandopment,
Alexander H. Thompson vs. John Hollingsworth; note. Demand, \$200. CIRCUIT COURT.

Hon. Pliny W. Bartholomew, Special Judge Ann Metzler vs. John Metzler: divorce. Decree granted plaintiff on ground of cruelty. Restored to maiden name of Chriss.

PERSONAL AND SOCIETY.

Mr. and Mrs. E. Miller France left yes terday for Carthage, O., to spend two weeks. Mr. J. S. Lazarus and family will leave on the 9th for California for a three weeks

Mr. and Mrs. Francis A. Coffin have returned from a visit to the former's parents Mrs. Emma Morris, of Duluth, is the guest of Mrs Charles Jones, No. 78 West

Third street. Mr. and Mrs. John Hipes, of New Castle, will come Friday to visit Mr. and Mrs. Messrs. George Hærle, Louis Ludorff and Will Haueisen will leave to-morrow for California to spend a few weeks.

Mr. Jesse Fletcher will leave for Washington, D. C., Saturday to join his sister, Miss Ruth Fletcher, and both will return home in a short time. The Detroit papers contain favorable reference to Hon. John L. Griffiths's lecture on orthern Italy," delivered in that city

last Sunday evening. Mrs. William D. Cooper and Mrs. Lew Wallace Cooper have issued invitations for a reception next Wednesday afternoon at their home on College avenue. The Fortnightly Literary Club met yes-

terday afternoon with Mrs. John T. Dye, at her home on North Delaware street. I wo excellent papers were read, one on "The Art Missionary," by Mrs. John L. Griffiths, and the other on "Are We Ready for an Art Education?" by Mrs. Charles W. Fairbanks. The conversation which followed was interesting and general. Mrs. John W. Kern entertained her

friends, yesterday atternoon, with a reception at her cozy home, on North Pennsylvania street, in honor of her guests. Miss Kendall, of Monticello, and Miss Cooper, of Chicago. Both young ladies are of charming appearance and manner. Mrs. Kern was assisted in entertaining by Mrs. J. N. Neuberger, Mrs. Samuel Morris and Mrs. L. R. Levy. In the hall, at a small table fringed with fern leaves and fragrant with a bowl overflowing with white carnations, Miss Krider, of Fort Wayne, and Miss Jessie Sweet served lemonade. In the second room all the embellishment was yellow. The lamp shades and draperies were yellow, and tall cut glass vases were filled with jonquils. Mrs. T. E. Griffith and Mrs. I, P. Gray sat at the table and served ices, which were dispensed by Miss Phillips and Miss Camilla Walker. The dining-room was made dainty and sweet with pink and carnations. The chandelier and table were festooned with smilax, and the latter held delicate china, golden candelabra with pink candles and bowls of carnations. Fairy lamps and crystal lamps with pink shades occupied - CEND YOUR ORDERS TO the mantel and buffet, a few ferns and vines being tastefully mixed with the colers. Mrs. Pierre Grav and Mrs. C. A. Waite poured tea and chocolate, and Miss Pomeroy and Miss Kate Phillips served the guests. The young ladies were pink gowns, harmonizing with their surroundings. Mrs. Kern entertained her assistants at tea, and in the evening gave a musicale, at which about forty enjoyed the programme prepared. Among the participants were Miss Cooper, one of the guests of honor, who is a pianist, Mrs. Leon O. Bailey, Miss Camilia Walker, Mr. W. T. Barnes and Mr. John I. Geirger. The musicale was a happy finale to a very pleasant day for Miss Cooper and Miss Kendall, as well as

THE THOMAS RECEPTION. Special to the Indianapolis Journal. CRAWFORDSVILLE, Ind., March 1 .- This afternoon Mrs. C. L. Thomas gave a reception in honor of Mrs. A. D. Thomas, of this city, and Mrs. S. P. Baird, of Lafavette. The house was beautifully decorated with plants. This evening the husbands of the married women were entertained. Those assisting Mrs. Thomas were Mrs. J. F. Tuttle, Mrs. Dora Chamberlain, Mrs. H. H. Ristine, Mrs. A. B. Anderson, Mrs. C. M. Crawford and Mrs. E. B. Thomson. There were 150 guests.

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